UAS/ISR Industry Day

16 – 18 JUN 2010

Norfolk, VA

NAVAIR

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Agenda

Arrival / Registration
Welcome - Mr. Michael Shutty, Principal DPM PMA-263
Admin Remarks & Ground Rules - Ms. Vicki Fuhrmann, PCO
Introductions of Government Team
Fleet Requirements - CDR Rick Plagge, USN
End-User Perspective - Mr. Bill McWethy, USN FFC / LtCol George Beach, USMC
Break

Technical Requirements - Mr. John Mountjoy, PMA-263
Acquisition Schedule / Contracting Strategy- Ms. Vicki Fuhrmann, PCO

Break

Multiple Award Orders / Unique Contract Provisions - Ms. Vicki Fuhrmann, PCO
Lunch (on your own)

Initiate DDG tours (PER SCHEDULE)

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Welcome

Mike Shutty

PMA-263 Principal Deputy Program Manager

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Ground Rules

Vicki Fuhrmann

Contracting Officer

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Ground Rules

- Primary Purpose - Mutual understanding of the planned Acquisition/RFP
- All attendees must sign-in
- Please silence cell phones and pagers
- No recording
- No classified information will be shared during these meetings.
- This is an informational briefing only
- No information exchanged at this briefing or during follow-on one-on-one meetings will be considered “Bid and Proposal Information” or “Source Selection Sensitive Information”
- Feel free to submit questions in writing on question submittal forms provided at the sign-in table
- Presentation, questions & responses, and a list of attendees will be posted on the NAVAIR Contracts website: ***http://www.navair.navy.mil/*** click on Open Solicitations (under Business Opportunities)

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Disclaimer

The remarks today of Government officials involved in the Unmanned Aerial System (UAS) Intelligence Surveillance and Reconnaissance (ISR) Services procurement should not be considered a guarantee of the Government's course of action in proceeding with the program. The information shared today reflects current Government intentions and is subject to change. The formal solicitation is the only document that should be relied upon in determining the Government's requirements.

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Requirements

CDR Rick Plagge, USN

Mr. William (Bill) McWethy

Lt Col George Beach, USMC

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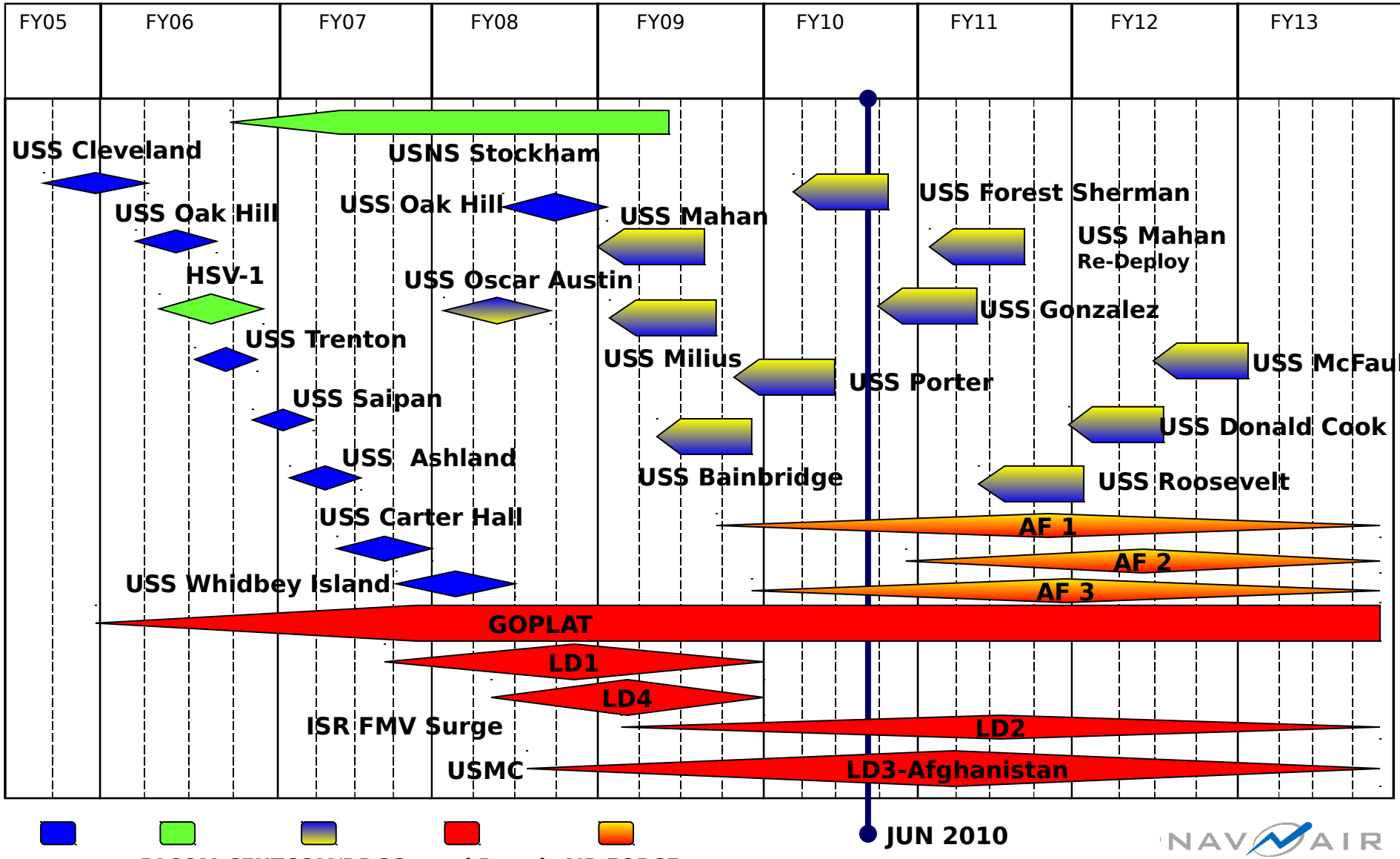
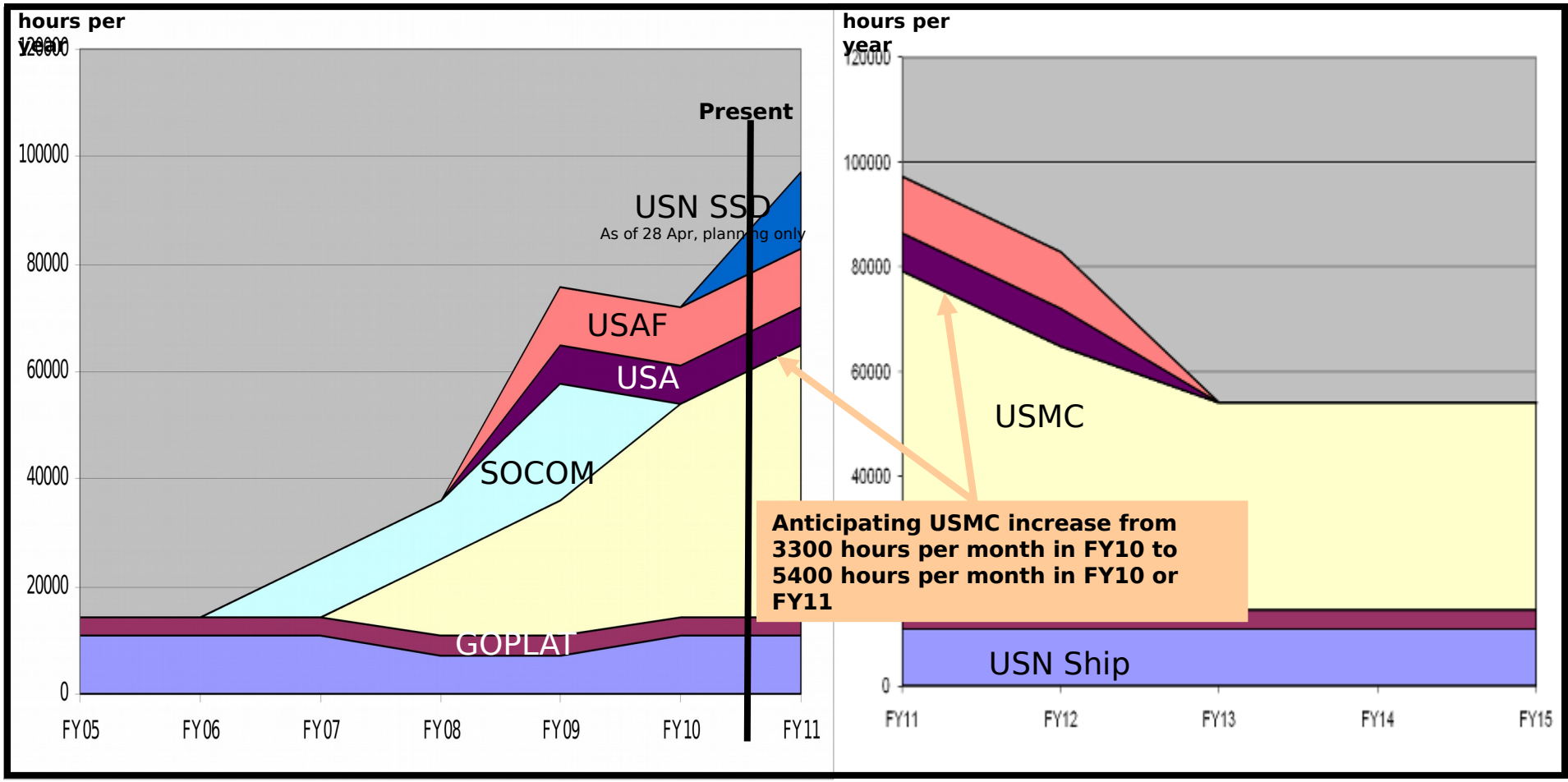
ISR Requirements



ISR Services Efforts
Past – Present - Future



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Fleet Perspective

Mr. William (Bill) McWethy

USN FFC

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Requirements

Concept of Employment

- **Fleet requires a UAS capability**
- **Focus of installations on air-capable ships that do not have an organic helicopter, i.e. DDG Flt I/II**
- **Intended to provide Strike Groups and Independent Deployer persistent ISR**
- **Not intended to provide ISR for USMC ship-to-shore movement**
- **A portion of DDG FLT IIAs will require ISR UAS to mitigate limited manned aircraft assets.**

This capability is being provided today with ISR Services

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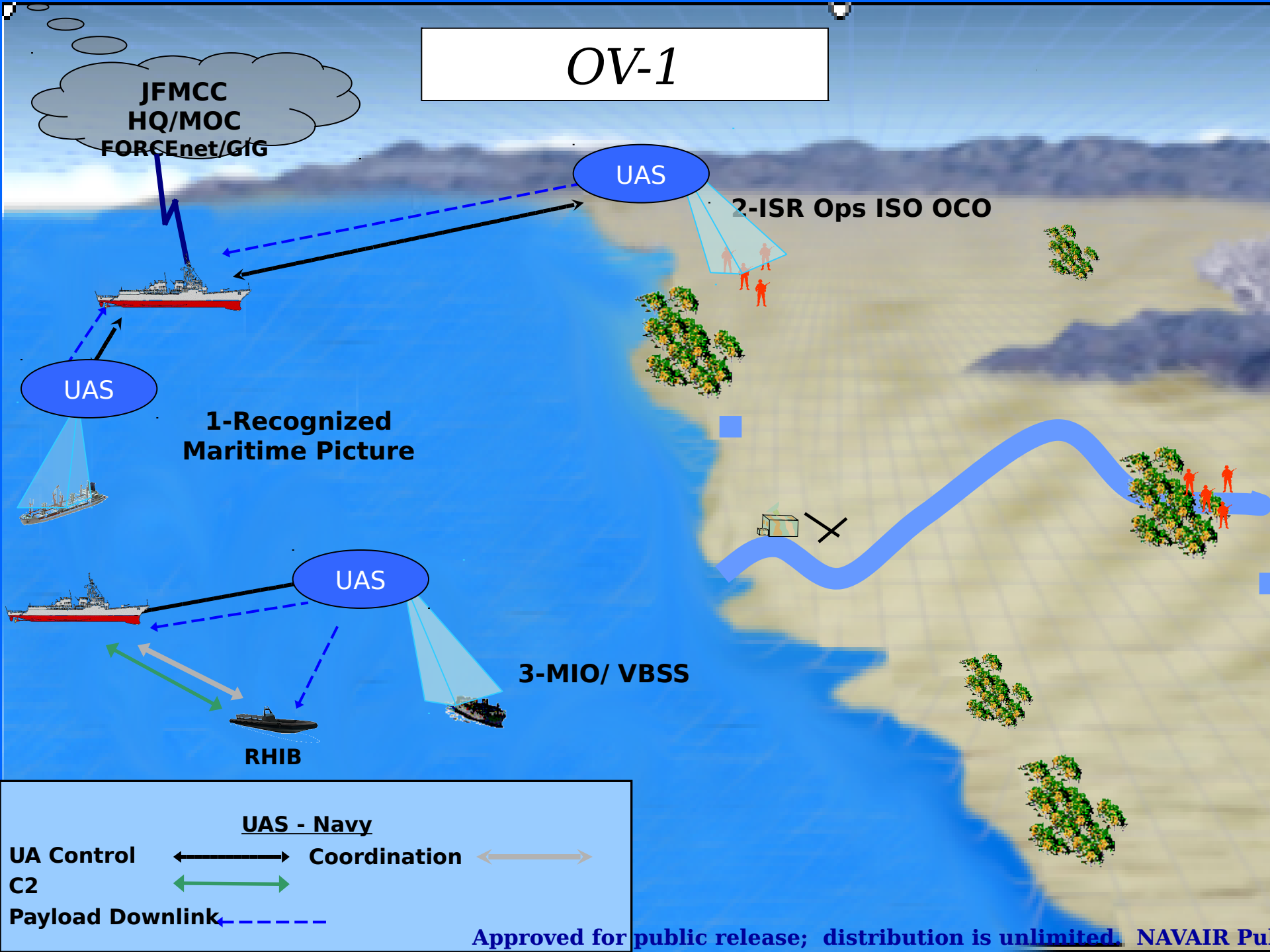

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Requirements

- **Capabilities:**
  - **Deploy from DDG 51 Flight I/II class ships**
  - **Heavy Fuel Engine**
  - **EO and/or IR sensor**
  - **Full Motion Video/Day Night Camera**
  - **Day / Night Sensor Resolution**
  - **Provide dedicated organic ISR out to 50NM**
  - **10 hour endurance**
  - **Automated Identification System (AIS)**
  - **Detection (audio/visual)**

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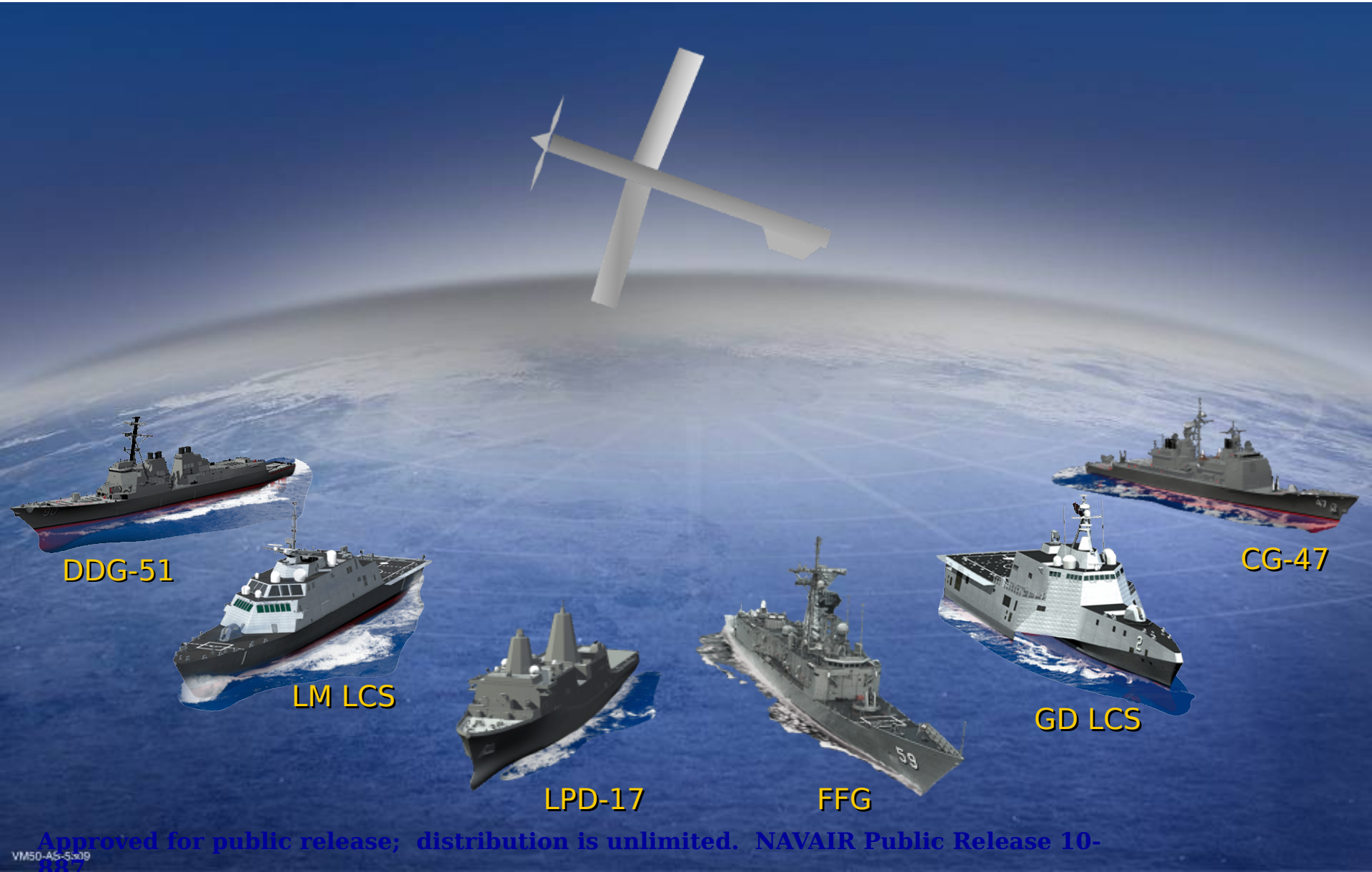
UAS Capabilities



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DDG 51 Flt I/II Flight Deck

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Storage Area

Fleet Perspective

LtCol George Beach, USMC

HQMC/APX 50
UAS Coordinator

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USMC UAS Family of Systems

2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022

EA-6B Sundown

Capabilities

MCTUAS
MEF/MEB Support
(Organic to VMU)

FORCE APPLICATION & BATTLESPACE AWARENESS

1350 nm radius 240+knots 10+hours TOS

Electronic Attack, Persistent-Strike, ISR/TA, (FMV,SAR/GMTI, WAAS), SIGINT, Comm/Data relay,

UGCS

USMC Group-4
ICD JROCM 273-05

RQ-7B Shadow

RQ-7B Shadow
Objective 13 systems
(3 per VMU + 1 T&E)

SRP

WAAS

LOGISTICS

350 nm radius 240+knots 1500 lbs payloa

OEF CARGO UAS UUNS

CARGO UAS

STUAS
MEB/MEU Support
(Organic to VMU)

BATTLESPACE AWARENESS

50 nm radius 80+knots 10+hours

Scan Eagle

OIF

OEF

FMV/SIGINT

ISR Services
Contracts

STUAS (Group-3)
Objective 32 system

STUAS

ISR/TA, FMV+SIGINT
Comm/Data Relay
Laser Designator

SUAS
Battalion Support
(Organic to Bn)

BATTLESPACE AWARENESS

RQ-14 Dragon Eye

RQ-11 Raven

RQ-11 Raven B (Group-1)
Objective 497 systems

RSTA (FMV) EO/IR
Laser Pointer
Comm Relay

Wasp III

OEF/OIF UUNS

Micro UAS WASP III (Group-1) not yet a POR

RSTA (FMV) EO/IR

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USMC ISR Services Requirements

- **Supporting Documentation for OEF:**
  - July 2, 2008 SON for 2/7 and 24 MEU for UAS
  - October 22, 2008 Statement of Need for ISR Services
  - April 2008, 2009 Statement of Need for USMC Operations Enduring Freedom (OEF) Forces UAS
  - April 2, 2010 statement of Need for ISR Services

- **I MEF ISR Support to non-OEF deploying MEUs**

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Future USMC ISR Services

- **Increase range of support options with ISR Services contract:**
  - **Ability to implement incremental increases in services based on demand signal**
  - **Improved EO and/or IR payloads: identify individual and intention –shovel, RPG, or rifle) @ 3K AGL operating altitude @45° slant-angle (~4,241 direct-line range)**
  - **Heavy Fuel: Quiet Engine**
  - **Type II encryption Digital Data link**
  - **Ability to expand range of UAS missions; SIGINT, COMM Relay, EW, and SAR**
  - **Ability to upgrade and interchange payloads; both improved contractor and/or new government payloads**
  - **Ability to support different operating environments: OEF, MEU support, CONUS training**

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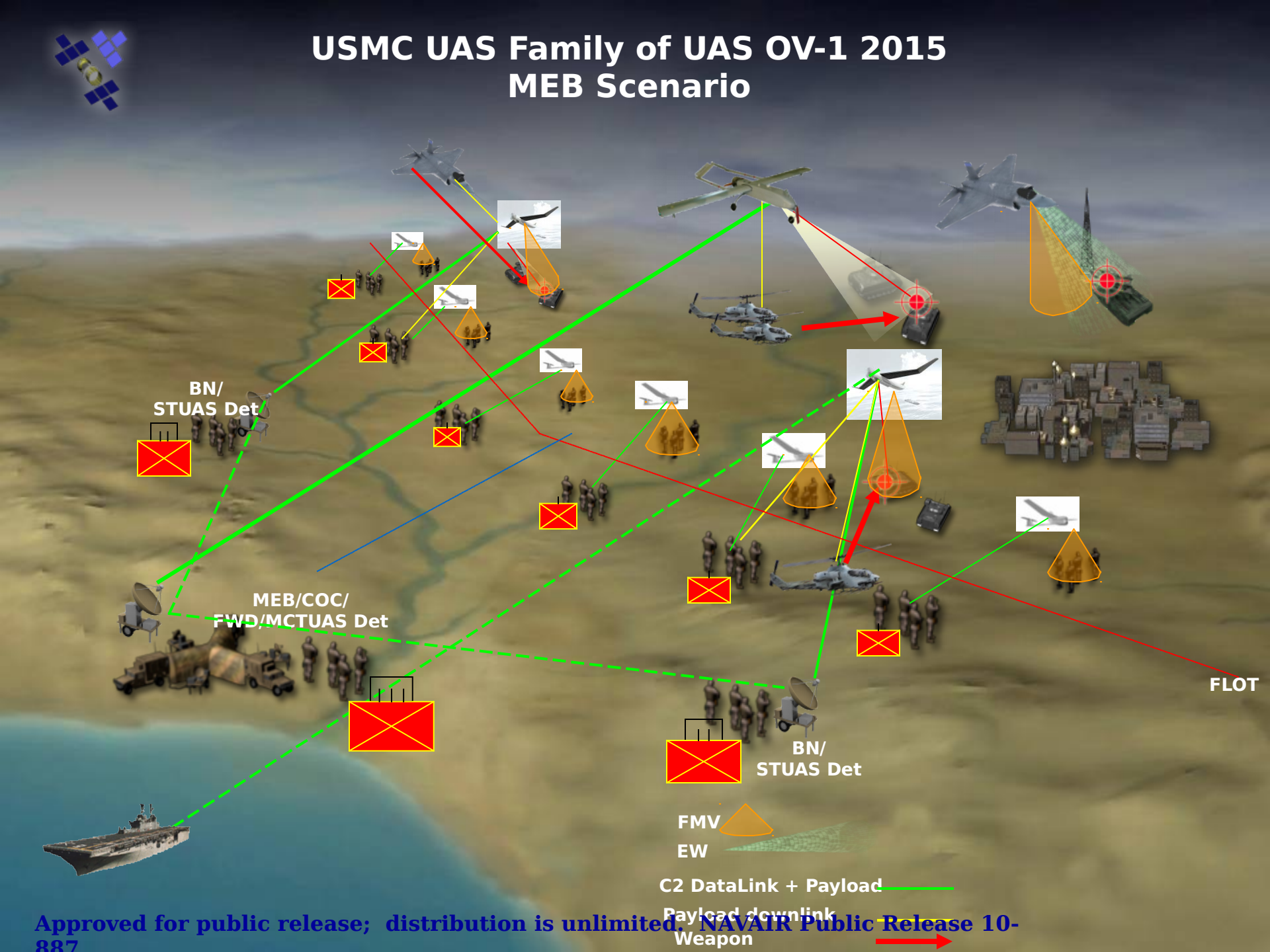
USMC UAS Family of UAS OV-1 2015
MEB Scenario



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Technical/System Overview

John Mountjoy

ISR-Services Aerospace Engineer

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Sea and Land-Based System Requirements

Requirements contained in the PWS are in-draft at this time, and are provided for the purpose of encouraging discussion and informal interchange between Industry & Government

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Sea-Based System Requirements Thresholds & *Possible* Objectives

- 1.1 – 1.4 Air Vehicle
- 1.4 System Footprint
- 1.4.1 Air-Vehicle Launch & Recovery Equipment (LRE)
- 1.5 Ground Control System (GCS)
- 1.6 Communications / Datalink
- 1.7 Navigation
- 1.8 Sensor Subsystems
- 1.9 – 1.11 Data-Products: Full-Motion Video & Still-Video
- 1.12 Automatic Identification System
- 1.13 Transponder Identification
- 1.14 Data Dissemination/Storage Requirements / Metadata

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Air Vehicle Subsystem Requirements Airframe & Powerplant

- AV capable of launch and recovery at wind speeds up to 30 Knots (headwind component)
- 50 nm radius of operations (LOS)
  - Objective: 100 nm (increase in altitude for LOS may be acccepted)
- Air-Vehicle Endurance ≥12 hrs Objective >16 hrs
  - Driven by requirement to provide 10+ hours of continuous video surveillance
- Must be capable of being on-station within 1 hour of launch
  - ∴Derived reqmt → ~50 nm TAS ?
- AV shall be capable of operations up to12,500 feet MSL density altitude on a standard day
- AV dimensional constraints will not be explicitly specified. The ship-board environment and available area/volume constraints will enable the contractor to derive these constraints.

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Air Vehicle Subsystem Requirements Control Authority

- Preprogrammed flight plan, in-flight re-tasking / flight-plan modifications, and have capability to automatically enter into an orbit above a moving or stationary objective
  - Maintain station over target moving at up to 60? mph (assuming no relative wind)
- Loss Of Link (LOL)
  - Provisions for auto-recovery, loiter, ditching will be provided in the event that control/contact with the AV is irretrievably lost

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Air Vehicle Subsystem Requirements

- Environmental: The AV shall be capable of takeoff, operation, and recovery in the following environments:
  - Temperatures between -20F to 120F degrees
  - Humidity of up to 95% relative
  - Rainfall rates up to .25 inches/hour
  - Launch/Take-off @ density altitude of up to 6000 feet

- Signature
  - Visibility: Low visibility at Cruise (specific definition pending)
    - » Anti-Collision Lights per FAR 23 / IR Compatible
  - Audibility: N/A
  - RCS / Electronic-Detection: N/A

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GFM / GFE Provisions: UAS Handler Support Equipment

- Ctr may take advantage of the GFE UAV LRE Handler that will be made available for use aboard DDG Flt IIA ships.

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Launch & Recovery Equipment (LRE) Subsystems

- Shall be capable of executing a launch evolution within 30 minutes of receiving the mission order
- Launch and recovery at wind speeds up to 30 Knots (headwind component)
- LRE subsystems shall be movable/portable
  - LRE shall be man-portable with Contractor embarked resources (manpower & equipment)
  - Or
  - Shall be movable/portable with the use of Contractor personnel and Government Furnished Equipment UAV Handler
  - For certain ship sub-classes, however, the systems MAY BE permanently mounted, but shall not interfere with flight-operations when installed in the “stowed” position
- RCS: Stowed LRE shall not degrade the ship’s RCS

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System Footprint – LRE Subsystems

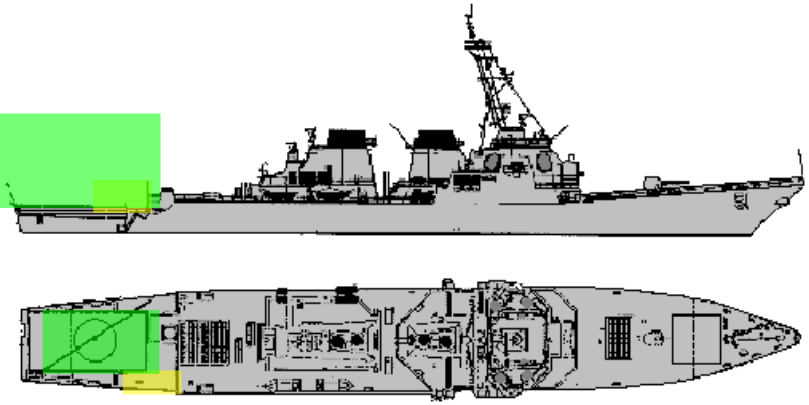
- **LRE:** The LRE subsystems' footprint shall each not exceed 250 ft^2
  - **Launcher Subsystem:**
    - » Weight NTE 3500 lbs
    - » Length NTE 25' deployed / NTE 20' stowed
    - » Width NTE 10' deployed / 6' stowed
    - » Height NTE 15' deployed / 10' stowed
  - **Recovery Subsystem / Arresting Gear:**
    - » Weight NTE 3500 lbs
    - » Length NTE 25' deployed / NTE 15' stowed
    - » Width NTE 10' deployed / 6' stowed
    - » Height NTE 50' deployed / 10' stowed

Gov't desires feedback from vendors with respect to these constraints.

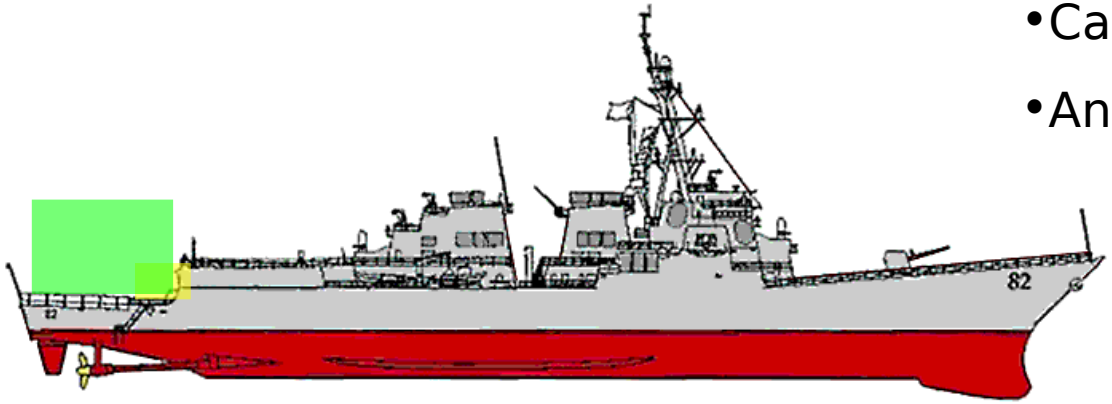
System constraints may be refined via a shipboard survey prior to RFP release.

Shipboard Footprint
Extremely Space-Constrained

FLIGHT I



FLIGHT IIA



Key:

Permanently-Mounted Systems

Temporary / Portable Installations

Flight I DDG

- Footprint Includes the following:
  - Spares storage spaces
  - AV Maintenance spaces
  - Deployment and stowage spaces for LRE
  - GCS location/space
  - Cable runs
  - Antenna locations

•Specific details will be quantified in the respective Orders. Ship-tours should give a good idea of available space.

Diagram of Complete System's Shipboard Footprint

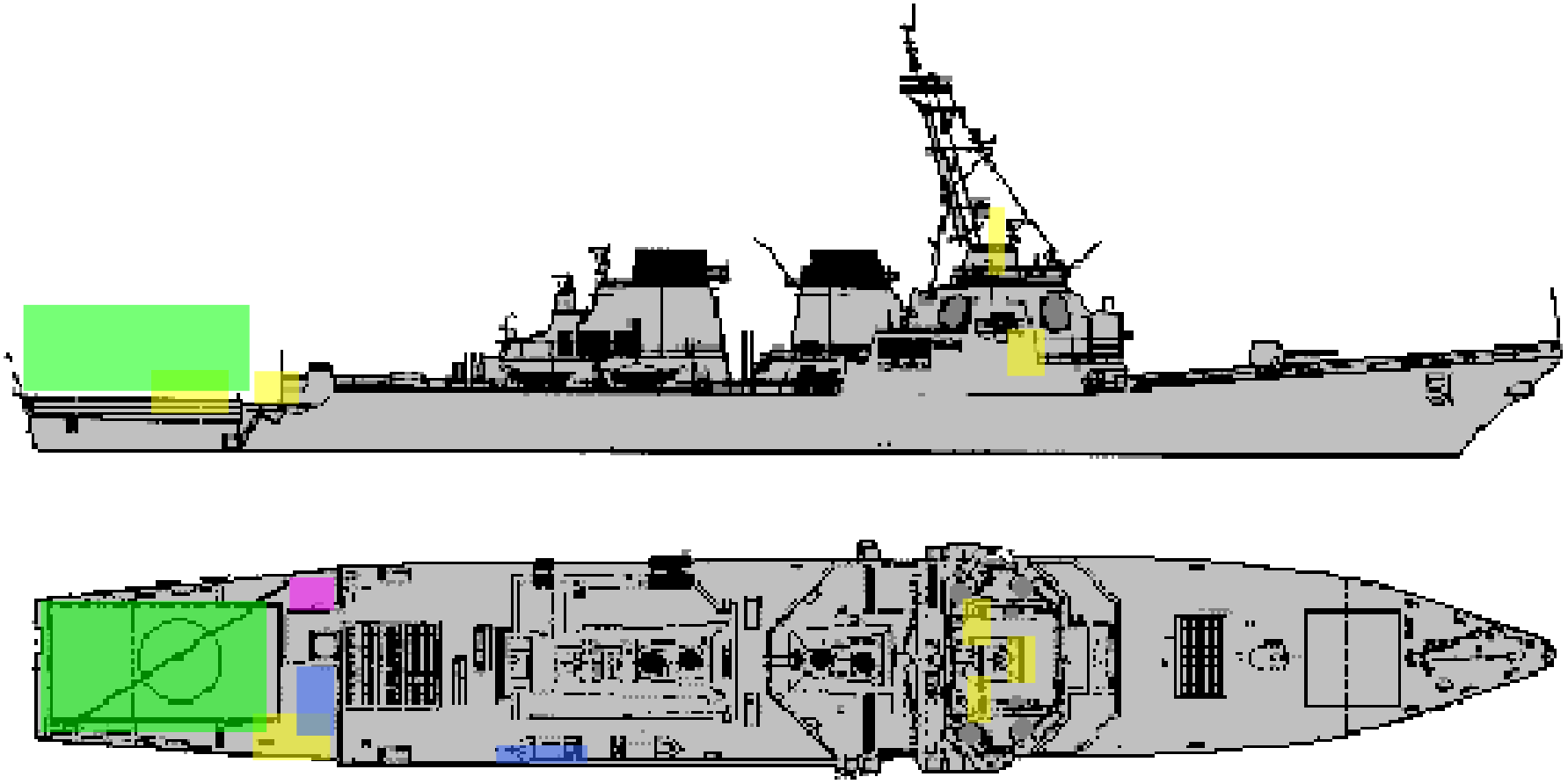


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Diagram of DDG51 Aircraft Operating Area (AOA)

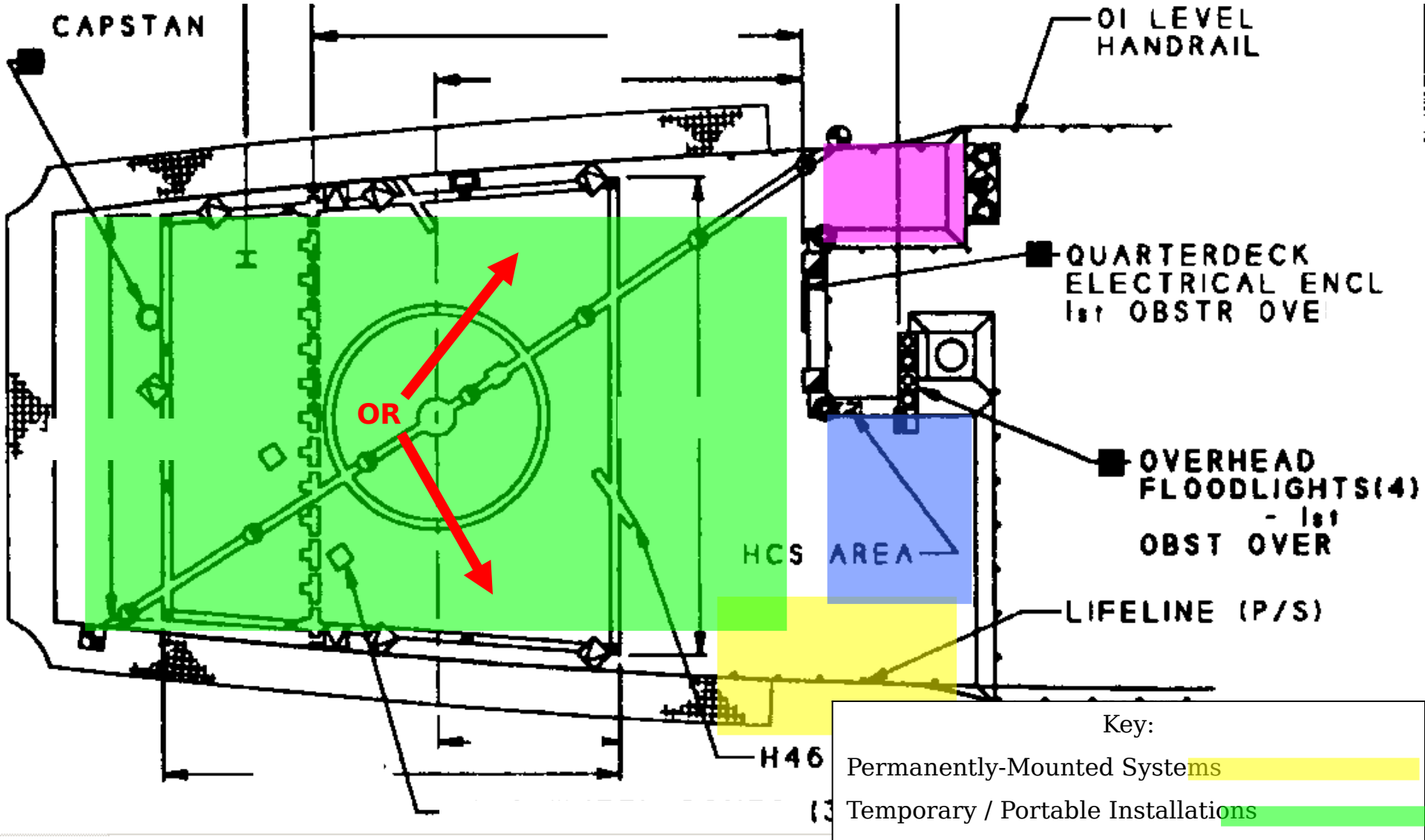

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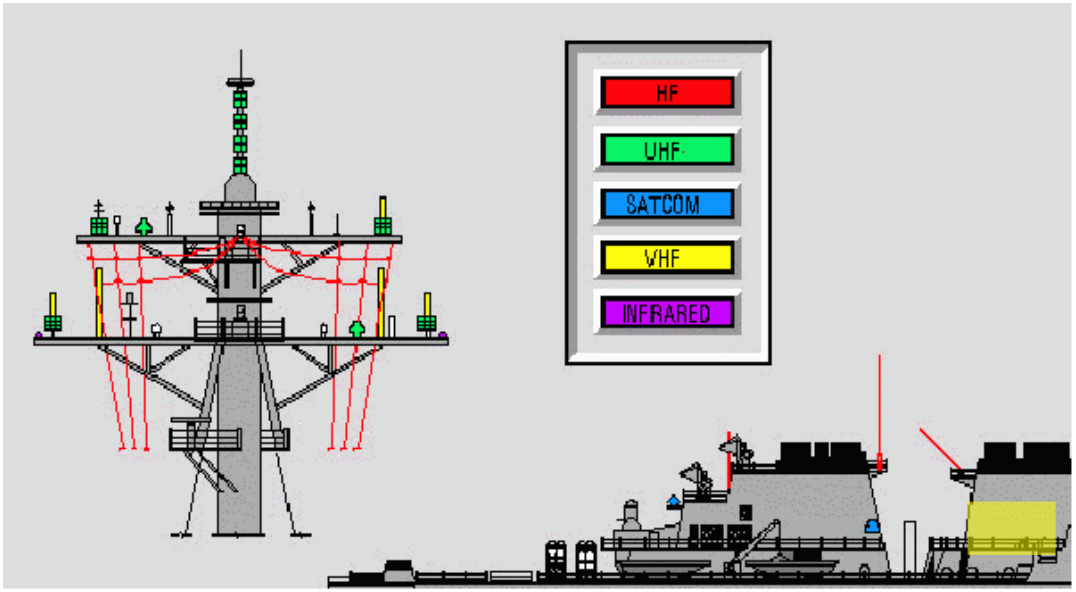
Diagram of Complete System's Shipboard Footprint



Antennae – on Bridge-Wing(s)

CICAnnex

-- Directly aft of CIC

– Small "Closet" Space for GCS work-station(s)

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Ground Control System (GCS)

- One-person AV operation from GCS work-station
- One-person sensor-data management/monitoring
  - Objective: Single-operator controlling AV and simultaneously managing/monitoring the sensor-data.
- Simultaneous positive control of the air vehicle and the payload
  - Objective: Can control 2 AVs simultaneously. Note: One AV can be executing previously programmed mission while the other is under positive/active control
- Positive hand-off of target between AVs without loss of coverage
- In-flight re-tasking and controlling of payload sensors

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Ground Control System (GCS) (continued)

- Power Reqmts:
  - 20kw, 120V, 60 Hz power, which will be provided via the ship
  - No H_20 cooling available.
- Full motion video feeds to a CIC & CAPT's Cabin
- Antenna located remotely (up to 300 feet away) from GCS
- Motion Imagery Standards Profile (MISP) 5.0 compatible / MPEG-4.
- Ethernet connection to ship's grid
- Video storage capacity = 1 week's of operations
- DVD-burning capability

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Comms / Datalink

- LOS systems (50 nm range)
- System uses command, control, communications, and datalink frequencies that are compatible with the individual ship
- Capability to enable/disable/re-key data-encryption from the GCS while AV is airborne

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Encryption / Security

- Encryption of wireless control and ISR data is mandatory:
  - AES encryption shall be available on all data communication links
  - System shall provide capability to enable/disable on-the-fly
  - Shall utilize NSA-approved Type 1 encryption on all classified data communication links

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Navigation / GeoLocation

- Sensor Point Of Interest (SPOI) spatial location accuracy, for a stationary object:
  - 20 meters Circular Error Probability (CEP) = 90% at 3000 feet altitude AGL

- Only DoD-approved Global Positioning System Precise Positioning Service (GPS PPS) shall be utilized

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Sensor/Payload Subsystems

- Electro-Optical (EO) spectrum FMV camera system
- Infra-Red (IR) spectrum FMV camera system
  - Air Vehicles shall be configurable with either EO or IR payloads
- Sensor Transmitters shall be capable of operating at a minimum radius of 50 nm Line of Sight (LOS)
- Discussion: Open-Architecture – desire is for rapidly fielding of new sensor subsystems/system upgrades/capabilities
  - » Non-Developmental sensors / either vendor or Gov't provided
- Objective: Concurrent EO and IR payloads on same AV
- Objective: SIGINT capabilities -- TBD

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Sensor/Payload Subsystems

- Each AV payload/sensor shall allow for the sensor system to be focused on a particular coordinate, object, or target
  - For extended periods of time sufficient to track a target as long as it remains in an area of interest
  - “Moving targets” can be @ ground-speeds of up to 60 mph
- Provide useful, high quality imagery from a minimum altitude of 3000 feet AGL @ 45° slant-angle
  - Assuming a clear day with low relative h[illegible]y

Feedback desired here!

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Definition of “Useful Imagery”

- Operational Requirements Decomposition:
  - Provide the ability to identify a man-sized target and classify/differentiate the target between a non-combatant and an armed threat during both daytime and nighttime (zero ambient light) operations
  - Useful imagery is defined by the end user as the ability to classify/recognize whether a human target is carrying a rifle or a shovel

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Definition of "Useful Imagery"

- Spec Interpretation:
  - FMV: Day- and night-time FMV output with a minimum Video National Image Interpretability Rating Scale (Video-NIIRS) rating of TBD or greater, as defined by Motion Imagery Standards Board (MISB) Recommended Practice (RP) 0901 for both GROUND and NAVAL Forces
  - Still Images: Still NIIRS = TBD+ (both IR & Visible)
  - Assumptions for BOTH FMV and Still images:
    - » Clear weather
    - » Zero ambient light
    - » Low relative humidity
  - Discussion:
    - » **If NIIRS criteria is not achievable with FMV, can it potentially be achieved via stills?**
    - » **Would that be operationally acceptable?**

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Data Products: FMV & Stills

- Data Products/Formats:
  - RS-170 standard video output, to a standard video, 75ohm (+/- 5%), Point-to-Point, Coax (cable) interface
  - DVD Burning capability
  - Ethernet connectivity
- FMV:
  - Capable of FMV output in the following formats:
    - » MISP (Motion Imagery Standards Profile) MPEG-2
    - » MPEG-4
    - » H.264 AVC
- Stills:
  - Provide JPEG and JITF images captured from the FMV stream

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Automatic Identification System

- Each AV shall be equipped with AIS detection capability that can transmit AIS signals to the GCS
- AIS shall have a minimum effective range of 60 NM

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Transponder

- Mode 3/C with "ident" capability

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System Safety

- System shall be assessed IAW MIL-STD-882D for safety of all phases of operations, maintenance, etc.
- Supported by Failure Modes Effects and Criticality Analysis (FMECA) guided by tenets of MIL–STD–1629A
- Systems shall pose no unacceptable hazards

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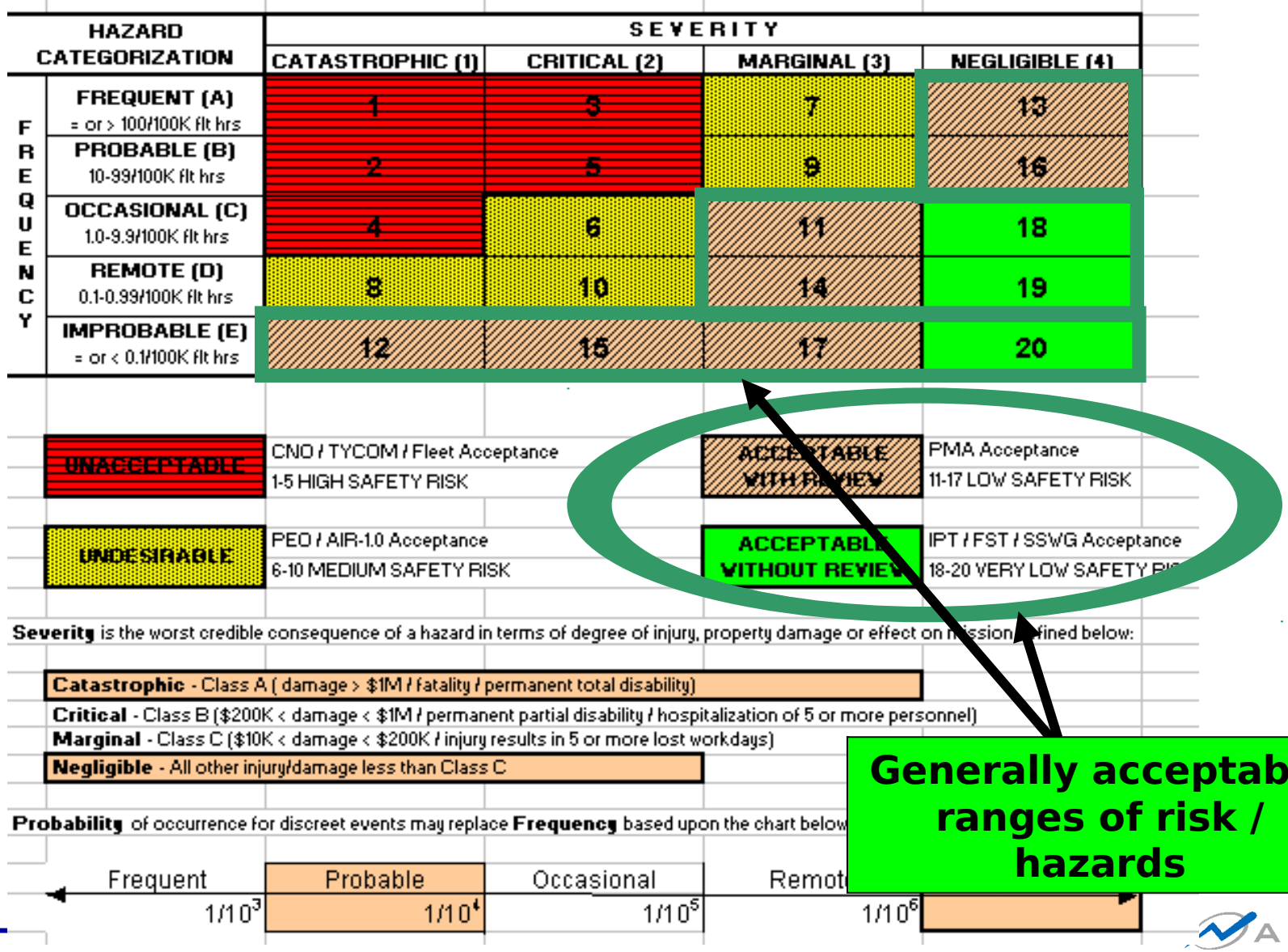
MIL-STD-882D System Safety Matrix



Generally acceptable ranges of risk / hazards

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GFM / GFE Provisions

- **Fuel Type and Source:**
  - JP-5 will be provided by the ship (GFM)

- **Ship's Power:**
  - Electrical power shall be made available from the ship’s buses
  - Up to two (2) circuits, each capable of 20kW, 120VAC, 60 Hz electrical power, will be provided

- **Pneumatics & Hydraulics:**
  - All pneumatic and hydraulic power (if and as required) shall be self-generated by the Contractor

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Land-Based System Requirements Thresholds & *Possible* Objectives

- 2.1 Air Vehicle – Airframe & PowerPlant
- 4.0 Mobility, Transportability & Footprint
- 5.0 Power
- 2.2 – 2.3 Ground Control System (GCS) / RGCS / LRE
- 2.4 Communications / Datalink
- 2.5 Navigation
- 2.6 Sensor Subsystems
- 2.7 – 2.9 Data-Products: Full-Motion Video & Still-Video
- 2.10 Transponder Identification
- 2.11 – 2.12 Data Dissemination/Storage Requirements / Metadata

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Air Vehicle Subsystem Requirements Airframe & Powerplant

- AV dimensional constraints will not be explicitly specified
  - Land-based constraints are generally much-less onerous than those aboard ship
- System shall be in accordance with MIL-STD-1472F for Human Engineering
- Alternative fuels (other than JP-5) will be considered for land-based operations
  - Contractor will be required to provide their own AV fuel (90-day supply is recommended on-site)
  - If in DoD inventory (in adequate quality), fuel will be provided as GFM

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Air Vehicle Subsystem Requirements Signature

Audibility:

- At cruise power, 3000’ AGL altitude and 45° slant range, AV shall be acoustically non-detectable per MIL-STD-1474D, Level 1, Requirement 2 conditions (quiet rural area with the closest heavily used highway and community noises at least 2.5 miles away)

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Ground Control System (GCS) / Remote Ground Control System (RGCS)

- Hub & Spoke Concept:
  - Contractor shall utilize a GCS at the hub located in proximity to the supported unit such that the operational employment of the tactical information is readily accessible by the supported unit
    - » Contractor shall use a Remote GCS (RGCS) at each spoke.
    - » RGCS shall be capable of airborne relief on-station (positive hand-off of target between air vehicles)
    - » Pass-down of AV control from one GCS/RGCS to another
- The GCS shall provide a means to upload/insert imagery to DoD classified networks.

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GCS & LRE Subsystems System Transportability

- UAS system and supporting equipment shall be Air transportable by C-130 and CH-53 Aircraft, and ground transportable

- GCS shall be capable of being fully-operational within 12 hours of arrival at a forward operating location
  - Using Contractor's organic resources
  - Tear-down & pack-up requirements are similar

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LRE Subsystems
Launch & Recovery Topography / Clearance

≤8° Slope

Obstacles ≤ +/- 1” from grade

Obstacle = 50’

Clearing / LZ:

100m x 100m square

Objective: 50m x 50m square

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GCS & LRE Subsystems Physical & Logistics Footprint

- Support and operations consisting of no more than (2) standard GP tents
  - Ability to operate with its antenna located up to 300 feet away from GCS
- Power Reqmts:
  - All power to be self-generated by Contractor using diesel-fueled generators
  - Fuel: Diesel fuel for generators to be provided by Gov't

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No Variance From Sea-Based

- Comms / Datalink
- Encryption / Security
- Navigation / GeoLocation
- Transponder
- System Safety

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N/A for Land-Based Systems

- Handler System
- AIS

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Sensor/Payload Subsystems

- Objective: Communications-relay capability

  - Details/specifics to-be-defined

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Proposed Acquisition/Contract Strategy

Vicki Fuhrmann

Contracting Officer

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Proposed ISR Acquisition Strategy

- Full and Open Competition
- Multiple Award - Indefinite Quantity Indefinite Delivery (IDIQ) Contract (FAR 16.504)
  - Sea Based Performance Work Statement
  - Land Based Performance Work Statement
  - Select qualified offerors capable of Sea only, Land only, or both
  - Objective of two or more awardees Sea capable, two or more awardees Land capable
- Continue competition at the Task Order level via Fair Opportunity process (FAR 16.504 (b) (1))

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Proposed ISR Competition Schedule

Industry Day	16 Jun 2010
Draft RFP Released	10 Aug 2010
Pre Proposal Conference	20 Aug 2010
Formal RFP Released	10 Sep 2010
Proposal Submittal	30 Oct 2010
Discussions	20 Dec 2010
Final Revised Proposal Submitted	10 Jan 2011
Contract Award	23 Mar 2011
Initial Deployment	1 Jun 2011

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Proposed ISR Contracting Strategy

- Multiple IDIQ Contracts
- Firm Fixed Priced
- Five Year Ordering Period
- Individual orders will state period of performance
- Minimum – $3.5 million
- Maximum - $874 million

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Potential ISR Task Orders

- All awardees qualified (land/sea) for a task order will be provided a “fair opportunity” to be considered for each order unless an exception per (FAR-16.505(b)(2)) applies
- Task order selection procedures are TBD at this time, but will consider offeror capabilities and price
- Task order PWS will expand upon the IDIQ PWS and may include technology advancements or GFE payloads
- Task orders may include priced options for additional sites, missions or additional period of performance

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Potential ISR Task Orders CLINS

Line Item	Description	Qty	
0001	Pre-Deployment	1	FFP
0002	Deployment Monthly Services	TBD	FFP
0003	Post Deployment	1	FFP
Option CLINS	TBD		

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Task Orders
Under Multiple Award Contracts

Vicki Fuhrmann

Contracting Officer

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Exceptions to Fair Opportunity

- FAR 15.505 (b)(2) Exceptions to the fair opportunity process.
  - (i) The agency need for the supplies or services is so urgent that providing a fair opportunity would result in unacceptable delays.
  - (ii) Only one awardee is capable of providing the supplies or services required at the level of quality required because the supplies or services ordered are unique or highly specialized.
  - (iii) The order must be issued on a sole-source basis in the interest of economy and efficiency because it is a logical follow-on to an order already issued under the contract, provided that all awardees were given a fair opportunity to be considered for the original order.
  - (iv) It is necessary to place an order to satisfy a minimum guarantee.

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Multiple Award Orders

- FAR 16.505 (a)(9)
- (i) No protest under Subpart 33.1 is authorized in connection with the issuance or proposed issuance of an order under a task-order contract or delivery-order contract, except for—
  - (A) A protest on the grounds that the order increases the scope, period, or maximum value of the contract; or
  - (B) *A protest of an order valued in excess of $10 million*. Protests of orders in excess of $10 million may only be filed with the Government Accountability Office, in accordance with the procedures at 33.104.
- (ii) The authority to protest the placement of an order under this subpart expires on May 27, 2011.

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Multiple Award Orders

- FAR 15.505 (b)
- (4) *Postaward Notices and Debriefing of Awardees for Orders Exceeding $5 million*. The contracting officer shall notify unsuccessful awardees when the total price of a task or delivery order exceeds $5 million.
  - (i) The procedures at 15.503(b)(1) shall be followed when providing postaward notification to unsuccessful awardees.
  - (ii) The procedures at 15.506 shall be followed when providing postaward debriefing to unsuccessful awardees.
  - (iii) A summary of the debriefing shall be included in the task or delivery order file.

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Unique Contract Provisions

Vicki Fuhrmann

Contracting Officer

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Theater Business Clearance

- Theater Business Clearance (TBC) is a critical enabler which provides the Joint Force Commander visibility over all contracts and contractors performing work in their area of responsibility.

- Contracts subject to the TBC are those: (1) under which contractor personnel are performing in Iraq and/or Afghanistan after April 1, 2008;

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Joint Contracting Command Iraq/Afghanistan Acquisition Clauses

- 5252.222-9502 - Prohibition Against Human Trafficking, Inhumane Living Conditions, and Withholding of Employee Passports
- 5252.223-9503 - Reporting Kidnappings, Serious Injuries and Death
- 5252.225-9507 - Contract Delivery Requirements
- 5252.225-9508 - Mandatory Shipping Instructions (IRAQ ONLY)
- 5252.225-9510 - Compliance with Laws and Regulations
- 5252.225-9514 - Armed Personnel Incident Reports
- 5252.225-9515 - Fitness For Duty and Medical/Dental Care Limitations
- 5252.225-9516 - Monthly Contractor Census Reporting
- 5252.225-9518 - Arming Requirements And Procedures For Personal Security Services Contractors And For Requests For Personal Protection
- 5252.225-9520 - Shipping Instructions for Weapons
- 5252.225-9521 - Medical Screening and Vaccination Requirement for Locally Hired Employees (IRAQ ONLY)
- 5252.225-9523 - Contractor Health and Safety
- 5252.236-9500 - Electrical and Structural Building Standards for Construction Projects

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Joint Contracting Command Iraq/Afghanistan Acquisition Clauses

- FAR 52.228-3 – Workers' Compensation Insurance (Defense Base Act)
- DFARS 252.225-7040 – Contractor Personnel Authorized to Accompany U.S. Armed Forces Deployed Outside the United States
- DFARS 252.225-7997 – Additional Requirements and Responsibilities Relating To Alleged Crimes by or Against Contractor Personnel in Iraq and Afghanistan

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Performance Metrics

- FAR-16.505 (a)
  - (3) Performance- based acquisition methods must be used to the maximum extent practicable, if the contract or order is for services.
- FAR-46.401 (a)
  - …Quality assurance surveillance plans should be prepared in conjunction with the preparation of the statement of work. The plans should specify –
    - » (1) All work requiring surveillance; and
    - » (2) The method of surveillance.

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Mission Reliability Rate

- **GOVRNMENT QUALITY ASSURANCE PROGRAM METRIC (Mission Reliability Rate)**

  Mission Reliability Rate (MRR) shall be used as the measure of effectiveness for mission performance. MRR is defined as the total monthly credited mission hours divided by the total monthly scheduled mission hours. An MRR of 95% is the minimum threshold with a desired MRR of 100%. A credited mission is defined as; having the appropriate sensor, at the designated location, within the specified time, with the capability of transmitting quality data to the supported organization. Total mission hours are the sum of the daily scheduled mission hours adjusted for cancellations initiated by the government. The total credited mission hours are the difference between the daily scheduled mission hours minus the mission cancellation hours that result from circumstances that are within the contractor control.

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Mission Reliability Calculation

Mission	Scheduled Hours	Adjusted Hours	Failure	Credited Hours	Comments
1 S	10	10	C (1.5)	8.5	EO Camera failed
2S	10	8.5	G (1.5)	8.5	Weather
3S	10	10		11	Mission extended
4U				4	High value pop up
5S	10	10	C(6)	4	Engine failed
5A				2	Alternate aircraft
Total		38.5		38	

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Mission Reliability Calculation

- The total credited hours for the 5 missions is 38 hours
- The total adjusted hours = 38.5
- Mission Reliability Rate = 38/38.5 = 99%

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Mission Reliability Rate Payment Adjustment

- If the Contractor's Mission Reliability Rate is less than 95% during a monthly reporting period, the monthly payment of CLIN 0002 " Deployment – Monthly Services", shall be decrement that month per the foll

Mission Reliability Rate	Decrement Factor
95% or greater	Full payment
90 – 94%	2%
85 – 89%	4%
80 - 84%	6%
75 – 79%	8%
70 – 74%	10%
65 – 69%	12%
60 – 64%	14%
Decrements shall increase at rate of an additional 2% for every decrease of 5% in MRR	

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Outline for One-on-One Meetings

- Schedule Meetings with Vicki Fuhrmann, (PCO). Time-slots scheduled in advance with the PCO .
- Will be held in Granby Room
  - A/V equipment is available as follows:
    - » Projector / Computer
  - Memory sticks are prohibited. Recommend bring briefing materials on CD/DVD
- Will start promptly as scheduled / Limited to 60 minutes
- Agenda will be up to the prospective prime(s)
  - Request that no proprietary or business sensitive information be presented/communicated
- Questions are requested in writing (forms will be available)
  - Verbal answers may or may-not not be provided today. In any case, written responses to all questions will be provided to all prospective primes no later than 18 JUL 2010.

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Ship Tour Info

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Ship-Tour Protocol

- Where do you go?
- No opened-toed shoes/high heels
- No cameras or other image-taking equipment (please leave cell phones in your vehicle or place in box)
- Business casual (ships can be hazardous to suits)
- 2 individuals per industry team
- Government assumes no liability for tour (enter at your own risk)
- Stay with group

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Ship-Tour General Info

- **General- Important things concerning equipment installed on a DDG, include;**

  -DDG's are Passive Countermeasures Systems (PCMS) ships and the install/equipment design should mitigate any impact on the PCMS.

  -The UAS should consider grade B shock testing as stated in Mil-STD-901.

  -The topside and below deck EMI environment should not adversely effect the UAS. EMI testing-MIL-STD-461/461A RS101 and RS 103 apply.

  -MOGAS should not be used on-board, JP-5 is supplied by the ship.

  -All ships vary somewhat, so the ship we are visiting is representative DDG but the actual ship may be somewhat different.

  -Shock rating of the equipment should be considered. If equipment is not tested what mitigating step have been taken? MIL-STD-901D Grade B applies.

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Ship-Tour Focus-Areas

- **Areas of Focus / Special Interest:**

  -Antenna mounting locations-Bridge wings and a smaller antenna on the mast. 360 degree coverage around the ship is required.

  -Ground Control Station and data manipulation equipment including operators- CIC annex.

  -Launch and recovery systems stowed and storage of "ready" aircraft -- Torpedo handling area forward of height restrictions. Two 20 AMP electrical circuits will be supplied.

  -Launch and recovery operations-helo spot.

  -Additional storage-Starboard break, two sections only.

  -Aviation workshop and additional storage-Torpedo Mag. Two 20 AMP electrical circuits will be supplied.

  -Additional imagery screens for CIC, Captain’s Cabin, and Bridge.

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